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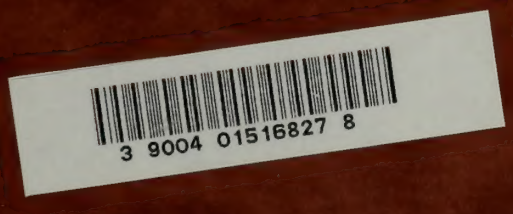

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BRANTFORD AND ERIE RAILWAY.

MEMORANDA.

INCORPORATION- Incorporated by Ontario Legislature, 1904, Cap. 75.

MEMBERS OF COMPANY- E. L. Goold (Goold, Shepley & Muir), Thomas Elliott, R. H. Reville, C.E. Carpenter (Ex. M.P.P.), H. F. Teeter, R. A. Dickson.

POWERS- To construct an Electric Railway, 4 ft. 8 1/2 in. gauge from the City of Brantford, through the Townships of Brantford, Oakland, Townsend and Woodhouse, the Village of Waterford, and the Town of Simcoe, to the Village of Port Dover on Lake Erie.

There is also power to construct a loop line from Waterford through the Townships of Windham, Middleton and Charlotteville, and the villages of Delhi and Lyndoch and Easterly from Lyndoch to the Town of Simcoe, but this loop is not in immediate contemplation and has therefore been omitted from the present examination and notes.

FRANCHISES, and CONDITIONS of THE SAME- To enable the Company to construct these lines of Railway, the various Municipalities have given a right of way on the requisite road allowances and these have been granted in all cases from the Boundary of the City of Brantford to Port Dover. It still remains open for an agreement to be reached with the City of Brantford, but it is stated that there will be no difficulty in arranging this.

(a) EXEMPTION FROM TAXATION- The franchises exempt the property of the Company from taxation, (except for school taxes), as follows:

Township of Brantford - twenty years.
Township of Oakland - twenty-one years.
Township of Townsend - ten years.

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Village of Waterford - twenty-one years.

Town of Simcoe - fifteen years.

Township of Woodhouse - ten years.

Village of Port Dover - twenty-one years.

Township of Windham - ten years.

Township of Charlotteville - twenty-one years.

There do not appear to be any very onerous conditions in any of these franchises.

(b) TIME FOR COMPLETION- They all contemplate the completion and operation of the Railway in three years from the date of the acceptance by the Company of the By-laws of the Municipality, and the date of the earliest of these acceptances, and which will naturally govern all of them, is the 25th of August, 1904,- so that the Railway has to be completed by the 25th of August, 1907.

(c) SPEED OF TRAINS- The speed of trains is to be regulated by the various Municipal Councils, nearly all of them reserve the power to limit it to 10 miles an hour.

(d) FARES- The fares are fixed by most of the franchises at 3 cents per mile, but one (the Township of Brantford) makes them 2 cents per mile- in no case any lower fare than 5 cents. School childrens tickets 20 for $1.00 and double fares between 12 midnight and 5 A.M.

(e) FREIGHT- Freight may be carried at a "reasonable compensation," and milk trains may run on Sundays.

(f) CHARACTER OF CONSTRUCTION- Poles of either cedar or Iron may be used, the wires on the same to be 18 feet above level of highway, and ordinary T rails may be used for the railway, usual conditions as to planking, crossings, &c., &c..

(g) TERM OF THE FRANCHISE- The term of the Franchises is for thirty years, renewable at a valuation for a further term of twenty years.

(h) BRIDGES at SIMCOE. In the Town of Simcoe there are two or three bridges to be constructed over streams, for the Railway, and the site of them is to be approved by the Council.

(i) OAKLAND BY-LAW- The By-law of the Township of Oakland has had a rider added to it, which provides that the by-law shall be null and void unless the Railway passes through the village of Oakland, and as it is further provided that the railway shall go over the route named which does not take it within two miles (I was informed) of the Village, it will either have to be cancelled, or at a later date perhaps amended. In the event of its being cancelled it would be necessary to purchase a right of way for about three miles across the Township.

CHARACTER OF THE COUNTRY TRAVERSED- The Railway is proposed to be run through a good agricultural country, and in a fairly direct line from Brantford to Port Dover, the length of the line over the route selected being about 33 or 34 miles, while the most direct route is about 27 miles. For the first five or six miles from Brantford, along the Mount Pleasant Road, the country partakes somewhat of a suburban character, the farms and holdings being numerous, and the houses plentiful. The country is largely a fruit growing one, chiefly apples, but with here and there a vineyard, or a peach orchard. The railway will pass, near the Town line between Oakland and Townsend, a rather long sheet of water, say a mile in length, suitable for boating, and where a picnic park is talked of. A little further on, a small village, Boston, is passed, and then Waterford, 18 miles from Brantford, is reached, where there is a station on the Michigan Central Railway, and a junction with the Toronto, Hamilton & Buffalo Railway, which

runs from Brantford to Waterford, and which is within two or three miles of the proposed railway all the distance between the two points. Waterford is a thriving village, having a population, I was told of about 1300 to 1500. There are 4 trains daily from there to Brantford, and 6 trains daily from Brantford to Waterford. I was told that a stage now runs from Simcoe to Waterford, the distance being 6 miles, and the country good, and well settled. Simcoe, the next point reached, is a town of 3500 to 4000 inhabitants, the Town is scattered, and the houses are frequent for a distance of a mile or more on each side of the town, so that, including the route through the Town, there is a fair sprinkling of population over a length of say three miles of the route in this vicinity. After leaving the "Halfway House" between Simcoe and Port Dover, the population is sparse until Port Dover is reached, the land being in some places light and sandy.

Port Dover is a harbour on Lake Erie, and there are a few summer cottages on the shore of the Lake, which are the beginnings of a summer resort, and there is a Park for excursionists, with bathing houses on the beach. A few years ago, there was a coal train ferry service between Port Dover and Shenango but it has been discontinued. A dredge was at work in the Harbour at the time of my visit, and a freight steamer came in just as we reached the place.

CONSTRUCTION- There have at present been no levels taken over the route of the railway, but there are no insuperable grades on the highways and no difficult or heavy works of any kind. I should say that the grading, which will consist chiefly of preparing the line at one or other side of the highway, (the easterly by preference, to avoid snow drifts) will not average more than, if as much as, 5,000 c. yds. per mile,

and the soil is everywhere light, no rock, nor stiff clay anywhere. There will probably be an aggregate length of about three miles across private property, which will of course have to be fenced on both sides and where the grading may be slightly heavier. The level of the rails of the T. H. & B. Ry where it crosses the Grand River at Brantford is 646 feet above sea level, and the level of the roadway bridge over which the proposed railway will pass may be taken as approximately the same. - The market square at Brantford being about 50 feet higher, this being the proposed terminus. I should say that the summit to be passed over between Brantford and Waterford, 10 or 12 miles from Brantford, would probably have a level of 850 to 900 feet above the sea, and the steepest grade on the road is one of 6 or 7 per cent. and for a length of about 800 feet. The rails of the M.C.R. at Waterford have a level of 761 feet; the G.T.R. at Simcoe 718 feet; and at Port Dover 576 feet. The mean level of Lake Erie at that point being 571 feet- So that going south there will be a rise of 200 to 250 feet to overcome between the Grand River Bridge at Brantford and the summit, and in going north a rise of 275 to 325 feet from Lake Erie to cross the summit.

There is practically no timber of any kind available for construction along the route of the railway, so that all poles, ties, culvert timber, &c. will have to be brought from a distance, probably by water to Port Dover.

Sand and gravel for ballast, and surfacing of the track are plentiful in some parts of the line, but all of a light kind.

TRAFFIC- It is anticipated by the promoters that there will be a very good passenger traffic in the summer season, very largely made up of excursions to Port Dover. The population

of the City of Brantford is said to be 22,000, and of these, I am told, from 5000 to 6000 are operatives in the shops, stores, and various manufactories, which is a good class from which to draw excursionists.

Farm produce of all kinds is expected to be sent by the railway to Brantford: and general merchandise from the M.C.R. at Waterford for Simcoe: the promoters also claim that they will carry coal to Brantford from Port Dover, as well as to all intermediate points.

REMARKS:- I think it is quite possible that the Passenger and excursion traffic during the summer months would be fairly good, but I doubt if it would pay to keep the line open and free from snow and ice during the winter, but the inconvenience to the public arising from its being closed at that season would not be very great if the portion between Waterford and Simcoe were kept open, as with the existing railways there would be communication for the whole distance between Brantford and Port Dover.

I was informed that the Grand River Valley Electric Railway between Paris and Brantford, &c. was closed last winter for two months. With proper conveniences and arrangements for handling and dealing with freight there might be a fair revenue derived from local freight traffic, and of course a schooner load of coal could now and then be obtained from Port Dover if cars for that class of traffic were provided, but this would require consideration.

As a remunerative proposition "per se" I hardly think the prospects are very favorable, I see so little prospect for any growth of the traffic to dimensions sufficiently large to warrant any heavy outlay in construction.

There is, however, a contingency which may be taken into consideration, namely, the opening for the use of electric power. If the proposed electric line from Hamilton through Ancaster to Brantford is carried out and power supplied to that Company with the right to erect a Power Line over the route to Brantford the power could be used, when there, for this railway as well as for factories in Brantford. I am told in this connection that owing to the failure of a Bank in the United States with which it is understood Mr. Haines was arranging to finance the Hamilton, Ancaster & Brantford Railway, this charter is likely to be in the market and, I hear, may be possibly laid before you.

Edmund D Bragg

Toronto. 7th. November, 1905.